

CLASSIFICATION **SECRET**

COUNTRY	East Germany	REPORT	
TOPIC	Doeberitz Airfield		
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	14 July 1955
REFERENCES			25X1
PAGES	7	ENCLOSURES (NO. & TYPE)	
REMARKS	This is UNEVALUATED Information		

1. The following air activity and aircraft were observed at Doeberitz airfield between 22 April and 11 June 1955:

22 April. There was individual local flying by 6 Il-10s and 5 Po-2s. The flights by Po-2s were made at altitudes of about 150 meters and lasted about 40 minutes, while the Il-10s made flights at altitudes of about 300 meters for 45 to 50 minutes. The Po-2s were refueled while Il-10s were aloft and vice versa. The ground attack aircraft engaged in air activity

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After the landing of each aircraft, the pilot was exchanged. The aircraft were embarked and disembarked on their left sides. It was not determined whether a flying instructor remained in the aircraft while the pilot was exchanged. Twelve to 15 minutes were required to refuel both the Po-2 as well as the Il-10. Refueling was done from two three-axle tank trucks by means of double hand pumps fitted on the left rear side of the fuel containers and hoses. Six to 8 men were employed in the refueling operation during which time the tank trucks were parked at a distance of about 80 meters. A total of 40 to 50 minutes were required for the refueling of the 6 Il-10s and 35 to 40 minutes for the Po-2s. The exact number of tank trucks stationed at the field was not determined. Two two-axle and 2 three-axle tank trucks were seen.

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23 April. At about 1620, a helicopter probably of type 36 flew along the Wildpark-Nauen railroad line at an altitude of about 150 meters. The same aircraft had already been observed on 15 April and had erroneously been identified as a type 2. The aircraft flew forward at about the speed of a Po-2. No detailed observations were made.

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24 April. There was no air activity.

25 April. At 0710, one Po-2 took off and disappeared out of sight in the direction of Wildpark at an altitude of about 150 meters. At 0800, 2 Il-10s took off at an interval of about 800 meters, subsequently disappeared out of sight in the direction of Schoenwalde at an altitude of about 300 meters and returned from the same direction landing at 0845 at an interval of about 800 meters.

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26 April. At 0800, one Po-2 took off and disappeared out of sight in the direction of Schoenwalde at an altitude of about 200 meters. At 0930, 2 Po-2s took off at an interval of about 500 meters, headed toward Schoenwalde and landed again at 1020.

27 April. Between 0930 and 1030, 3 Il-10s made individual local flights. At 1110, 2 Il-10s took off individually and subsequently disappeared out of sight toward Schoenwalde at an altitude of about 250 meters. Between 1530 and 1535, 5 Il-10s took off at intervals of about 800 meters and individually headed in the direction of Schoenwalde. Between 1625 and 1630, the aircraft approached from the direction of Nauen and landed individually at intervals of about 800 meters.

28 April. At 0830, 3 Po-2s took off at intervals of about 500 meters subsequently headed individually in the direction of Falkensee and returned from the direction of Nauen landing at intervals of about 500 meters at 0920.

29 April. At 0800, one Po-2 took off and headed in the direction of Schoenwalde. At 0930, 2 Po-2s took off at intervals of about 800 meters and headed individually in the direction of Schoenwalde at an altitude of about 150 meters. At 1020, they returned from the direction of Nauen and landed at intervals of about 800 meters at 1020. At 1100, 1 Po-2 approached from the direction of Nauen and landed. At 1700, one Po-2 took off and headed toward Falkensee.

30 April. At 0810, one Po-2 approached from the direction of Wildpark and landed. At 1100, 2 Po-2s took off at intervals of about 800 meters, headed in the direction of Falkensee at an altitude of about 200 meters and returned from the same direction at 1140 landing again at an interval of about 800 meters.

1 and 3 May. There was no air activity.

4 May. During the morning, there was local flying by 3 Po-2s.

5 May. Between 0700 and 0845, there was local flying by 5 Po-2s. At 1830, one Il-10 took off and, in the Buchow - Karpzow and Hoppenrade area practiced steep turns, climbing, gliding and diving at an altitude of about 600 meters. Dives were mainly made on the Buchow - Karpzow - Hoppenrade and Buchow - Karpzow - Priort roads. The aircraft dived to an altitude of about 300 meters and, in a left turn, climbed steeply to the former altitude of 600 meters. The aircraft landed at 1919.

6 May. Between 0801, and 0852, one Po2 made local flights. At 1120, 2 Po-2s took off at an interval of about 300 meters subsequently made individual local flights at altitudes of about 250 meters. At about 1135, they disappeared in the direction of Falkensee. At 1400, 2 Po-2s approached from the direction of Falkensee and landed at an interval of about 800 meters. At 1629, one Po-2 took off and headed in the direction of Wildpark. At 1702, one Po-2 which was fitted with a large closed cabin approached from the direction of Wildpark and landed. The aircraft took again off at 1715 and headed toward Wildpark.

7 May. At 0812, one Po-2 took off and headed toward Falkensee at an altitude of about 200 meters. At 1600, one Po-2 approached from the direction of Falkensee and landed.

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10 May. There was no air activity.

11 May. Two Po-2s took off and headed toward Falkensee. The aircraft landed again at 1400. At 0910, one Po-2 took off, headed in the direction of Wildpark and landed again at 1802.

12 May. Between 0900 and 1500, there was air activity by Il-10s

Between 0900 and 0904, 6 Il-10s took off at intervals of about 1,200 meters for individual local flights of about 15 minutes duration at altitudes of about 400 meters. When the aircraft crossed over the field, they made target approaches on the hangars in the southern section diving to altitudes of about 50 meters. Each Il-10 made 2 dives. Subsequently, the aircraft assembled to 2 formations of three at an altitude of about 350 meters and continued local flying. After about 45 minutes, the aircraft landed again individually at intervals of about 1,200 meters. After an interval of about 20 minutes from 1010 to 1015, 6 other Il-10s took off for the same practices. Twenty minutes after their landing, 8 other Il-10s took off for the same practices. Air activity by 8 Il-10s in this manner continued until 1500. Aircraft engaged in air activity did not come from the hangars but from the dispersal areas at the northern and northwestern edges of the field. After the low level attacks, all aircraft climbed again in a left turn. After the last aircraft of a group of six or eight had landed, 2 tank trucks moved up to the aircraft which were subsequently refueled by means of a hand pump and hose. Seven to 8 men were employed for refueling operations. As far as could be seen, each aircraft was occupied by only one man. Pilots embarked and disembarked the aircraft exclusively on its left side. Immediately after refueling, the aircraft taxied to the dispersal areas at the northern and northwestern edges of the field.

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13 May. At 0800, one Po-2 took off and headed in the direction of Falkensee. At 1420, one Po-2 approached from the direction of Falkensee and landed. At about 1700, one Yak-14 flew along the railroad line coming from the direction of Wildpark and heading in the direction of Oranienburg without landing at Doeberitz.

14 May. At 0745, 2 Po-2s took off at an interval of about 800 meters and headed toward Wildpark. At 0900, one Po-2 took off and headed in the direction of Falkensee. At 1520, 2 Po-2s approached from the direction of Wildpark and landed at an interval of about 800 meters.

18 May. There was no air activity.

19 May. Between 0758 and 0845, one Po-2 made local flights at an altitude of about 150 meters. At about 1145, a formation of 3 Il-10s approached from the direction of Ketzin. After flying a wide circle over the field at an altitude of about 300 meters, the formation dispersed and the aircraft made individual local flights. When crossing over the field, the aircraft dived to altitudes of about 50 meters over the hangars in the southern section of the field. At about 1205, the Il-10s landed individually at intervals of about 1,200 meters.

20 May. At 0900, one Po-2 approached from the direction of Falkensee and landed. Between 1110 and 1155, 2 Po-2s made local flights. At 1600, one Yak-14 approached from the direction of Wildpark and landed.

21 May. At 0600, 2 Po-2s took off at an interval of about 1,200 meters and headed toward Falkensee. At about 0620, one Po-2 took off and made local flights until about 0705. Between 0730 and 1235, there was air activity by Il-10s

Flying in elements of two at altitudes of about 300

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meters was exclusively practiced. Each flight lasted about 45 minutes. The aircraft took off individually at an interval of about 1,200 meters and after 2 to 3 minutes, assembled in formation, flying at an interval of about 60 meters and a distance of about 40 meters.

22 May. There was no air activity.

23 May. One Po-2 took off and headed toward Falkensee. At 0900, one Yak-14 took off and disappeared in the direction of Wildpark at an altitude of about 200 meters. Between 1020 and 1105, 2 Po-2 made individual local flights at altitudes of about 150 meters. At 1410, one Yak-14 took off and headed toward Wildpark. At 1730, one Yak-14 approached from the direction of Wildpark and landed.

24 May. At 0930 and 1020, one Po-2 each took off and headed toward Wildpark. At 1500, one Po-2 approached from the direction of Wildpark and landed.

26 May. There was no air activity.

27 May. One Po-2 took off and headed toward Wildpark. At 1100, one Po-2 approached from the direction of Wildpark and landed. At 1915 one Po-2 took off and headed in the direction of Wildpark.

28 May. Between 0700 and 1245, 6 Il-10s took off, landed individually and made local flights of about 45 minutes, occasionally of only 15 to 20 minutes. At about 0700, one Il-10 took off and headed in the direction of Naenen.

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29 May. There was no air activity.

30 May. At 0800 and 1520, one Po-2 each took off and headed toward Ketzin.

31 May. At about 0630, one Po-2 took off and headed toward Falkensee. Between 0700 and 1200, Il-10s made individual local flights of 5 to 45 minutes duration at altitudes between 350 and 400 meters. Up to 6 aircraft were seen aloft. At about 1300, 5 Il-10s took off at intervals of about 1,200 meters, made one individual local flight and subsequently disappeared in the direction of Ketzin at an altitude of about 400 meters. At about 1340, the aircraft approached from the same direction and landed at intervals of about 1,200 meters.

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From altitudes of about 350 meters, the aircraft made target approaches on the hangars in the southern section of the field while diving down to altitudes of about 50 meters.

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2 June. At 0802, one Po-2 took off and headed toward Wildpark. Between 1100 and 1145, one Po-2 made local flights. At 1400 and 1730, one Po-2 approached from the direction of Wildpark and Falkensee respectively and landed.

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3 June. At 0730, one Po-2 took off and headed toward Falkensee. At about 0750, one Yak-14 took off and headed toward Wildpark. Between 0800 and 0940, Il-10s made flights of 40 to 45 minutes duration at altitudes of about 300 meters. Up to 3 aircraft were aloft at the same time. Take-offs and landings were made at intervals of about 1,200 meters. At 1100, one Yak-14 and at 1800 one Po-2 landed coming from the directions of Wildpark and

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Falkensee respectively.

4 June. At 0700, one Po-2 took off and headed toward Wildpark. Between 0810 and 0900, 2 Po-2s made local flights. At 1105, one Po-2 took off and headed toward Ketzin and at 1520 and 1910, one Po-2 each approached from the directions of Wildpark and Falkensee respectively and landed.

5 and 6 June. There was no air activity except for the landing of one Po-2 which came from the direction of Wildpark.

7 June. At 0630, one Po-2 took off and headed in the direction of Falkensee. Between 0700 and 0745, another Po-2 made local flights at an altitude of about 150 meters. Between 0705 and 1100 and between 1300 and 1340, Il-10s made flights of about 50 minutes duration at altitudes of about 300 meters. Up to 4 Il-10s and 1 Po-2 were aloft at the same time. At 0830, one Yak-14 took off and headed in the direction of Wildpark. Beginning at 1300, 8 Il-10s took off at intervals of about 1,200 meters and headed toward Ketzin. At about 1345, the Il-10s returned from the same direction at altitudes of about 300 meters. Between 1400 and 1450 and between 1500 and 1645, 6 Il-10s made individual local flights at altitudes of about 300 meters and approach flights on the hangars in the southern section of the field. The aircraft approached the target from various directions and dived from 300 to about 50 meters. While beginning to dive and pulling out of dive, the aircraft made sharp banks, including about 90 percent left banks and 10 percent right banks. The pilots occasionally chased each other up to a distance of 60 meters.

8 June. At about 0800, one Po-2 took off and headed toward Wildpark. At about 0910, a Yak-14 approached from Wildpark and landed.

9, 10 and 11 June. There was no air activity.¹

2. Between 28 April and 24 May, aircraft parked at the field included: Two rows each of 14 Il-10s arranged in a curve with the noses pointing toward each other at the northwestern edge of the field in front of the spur track and 7 Il-10s in a row with the noses pointing toward the south in the center of the northern edge of the field at Hamburger Chaussee; on 11 May 2 MiG-15s in front of hangar 4 c in the southern section with their noses pointing toward the hangar. Between 26 May and 9 June, 2 rows of 18 Il-10s each were parked in the previously described manner in front of spur track at the northwestern edge of the field. The row of 7 Il-10s at the northern edge of the field was unchanged. In front of hangars 4 a to 4 c, three jet fighters were propped up.² Five unidentified aircraft were seen in front of the flight control station.⁷
3. During the reported period, there was apparently no change in the occupation of Richthofen Kaserne. Since mid-May, an estimated 2,500 men have been quartered at the installation. Although the buildings north and west of the athletic field are completed they were unoccupied. During the second half of April, an athletic grounds equipped with bar, hurdles etc. had been established. Every morning during the reported period, there was athletic training by 120 to 150 men occasionally wearing full uniform. After nightfall the quartering buildings, except for those north and west of the athletic field were lighted to 90 percent.
4. During the reported period, there was apparently no change in the occupation of Hindenburg Kaserne. The installation was occupied by an estimated 400 to 500 personnel including 50 percent officers, 25 percent NCOs and EM and 25 percent female personnel in air force uniforms. All personnel seen at the installation including the female personnel and sentries who were armed with carbines wore black-bordered blue epaulets with air force insignia.

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Buildings Nos 75, 76 and 77 were fully occupied by Soviet dependents and building No 74 was partly occupied. At nightfall, the windows of the quartering buildings were lighted to about 90 percent.

5. The instruction stand in the southern section of the field was not in operation during the reported period. The swept-back jet fighter which previously had been used on the instruction stand were not propped up again. The test stand in the area of the repair hangar at the northern edge of the field was in operation at irregular intervals. Only the noise of piston engines was heard. On days with intensive air activity, the test stand was not in operation. Between 1400 and 2400 on 28 May, between 1600 and 2400 on 29 May and between 1400 and 2400 on 30 May, the test stand was continuously in operation.
6. The air force fuel dump at the northwestern edge of the field was considerably enlarged and improved toward the south and west as far as the high lookout post at Eichenweg (path). Until late May, 6 to 8 sheds, 5 x 15 meters each, and an undetermined number of sheds 4 x 8 meters had been erected. Under two thirds of the sheds 200-liter gasoline containers were stored while under the remaining sheds 25 to 30 smaller fuel containers with an estimated capacity of 2,500 liters were stored. After the erection of the sheds, sentries at Eichenweg were re-inforced. To intensify the security of the army fuel dump, a rectangular field had been surrounded by a barbed-wire fence 2.5 meters high between Hamburger Chaussee and Eichenweg outside of the previous fence at the northwestern corner of the field. Civilians proceeding on Eichenweg had to make a detour across the fields at this point. 3
7. During the reported period, recruits who were 17 to 19 years old daily received basic training between 1200 and 1400 at the northern edge of the field at Hamburger Chaussee. The recruits of the unit stationed in Richthofen Kaserne wore black-bordered blue epaulets partly with and partly without air force insignia. 25X1 25X1
8. Motor vehicles seen during the reported period included: 25X1 25X1

From and to Richthofen Kaserne: Trucks [redacted]
all of them two-axle, used and Soviet make and [redacted]
[redacted] all of them two-axle, new and of Soviet make.

From and to Hindenburg Kaserne: Trucks [redacted]
both two-axle, used and Soviet make, the latter with driver wearing black-bordered blue epaulets with air force insignia [redacted] new and Soviet make and [redacted] all 25X1
of them two-axle, new and occupied by drivers wearing black-bordered blue epaulets. 25X1
9. The following observations were made at the field on 16 and 21 May: 25X1

16 May. At about 1000 it was observed that Eichenweg at the north-western edge of the field at Hamburger Chaussee was blocked by a barbed wire fence. Civilians proceeding in the direction of Priort settlement had to use the path from the junction of the railroad line to Priort and Hamburger Chaussee. From a point about 200 meters south of the junction of this path and Eichenweg, 18 Il-10s were seen being parked side-by-side with their noses pointing toward the north at the northern edge of the field 100 meters south of Hamburger Chaussee and about 500 meters east of the western corner of the field. There was no air activity.

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11 May. At 0530, 25 to 30 Il-10s were seen from the previous point of observation being parked side-by-side at the northern edge of the field parallel to Hamburger Chaussee. The engines of 2 of the Il-10s were being started. There was no air activity. At about noon it was heard in an inn in Neugarten, 5 km west of Wustermark that an Il-10 had crashed in the morning. The aircraft, allegedly, had tried to make an emergency landing near Neugarten, had hit the railroad embankment with its landing gear and had nosed over. The crew of two men, allegedly, was killed instantly.

10. Since mid-March 1955, no ration supply shipments which previously had arrived regularly had been observed at Dallgow railroad station.
11. At about 1230 on 11 May, two details of 80 to 100 unarmed personnel wearing black-bordered blue epaulets marched through the woodengate at the field. Ten to 12 Il-10s were observed through the gate being parked in a row parallel to Hamburger Chaussee at the northern edge of the field. Loud noise was heard from the test stand. At about 1545 on 12 May, 6 Il-10s made local individual flights and flights in formations of three at altitudes of about 500 meters.

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1. Comment. Doeberitz airfield is still occupied by the ground attack regiment which transferred there from Brandenburg - Briest. During the reported period, there was only light air activity. Except for courier flights, there was apparently mainly initial training in Po-2s and Il-10s. Only on 12 May and 7 June it appears that pilots in an advanced status of training were flying. The aircraft numbers mentioned were reported previously .
2. Comment. It was reported previously, that MiG-15s for instruction purposes are present at Doeberitz airfield.
3. Comment. The enlargement and improvement of the fuel dump indicate that Doeberitz airfield will continue to be occupied by a flying unit.

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